

INFORMATION REPORT

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SUBJECT Voroshilovgrad Airfields

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1. The airfield is located on a ridge extending from east to west, about 4 km south-east of Voroshilovgrad (48°34'N/39°20'E), Ukrainian S.S.R., about 1 km southeast of the municipal waterworks. The field was surrounded by cultivated fields. A wide road in good condition led from the town, passing along the western side of the waterworks, to the western section of the field.
2. An E-W runway, about 50 x 300 meters, which was believed to be covered with asphalt, was on the northern section of the field. Three hangars, each about 40x25x6 meters, probably used as workshops and depots, were on the northwestern section of the field. Some small buildings that resembled houses were beside the flight control station. Soviet civilians said that quarters for student pilots were on the field. There were boundary lights. A rotary searchlight, a windsock, and two antenna masts, about 6 meters high, were on the roof of the flight control station.
3. Eleven single-engine low-wing monoplanes and 16 twin-engine low-wing monoplanes were standing on the parking site on the northwestern corner of the field. No flights were made with these planes, but there were at least nine Ju-52s which flew daily.
4. The flights were made exclusively with Ju-52s, mostly in the morning and afternoon, but seldom at night. The take-offs and landings were made individually or in flights of three planes. Training courses were presumably held at the field, since each active period of approximately 4 weeks was followed by a period of inactivity lasting from 3 to 4 weeks. When individual flying was practiced a minimum of 5 or 6 Ju-52s were in the air, and during formation flying up to nine Ju-52s. Only individual night flights were made.
5. Parachute jumps were made over the southern section of the field during about 90 percent of all flights. Fifteen parachutists jumped from each Ju-52 in three groups of five. The jumping time of a 5-man group took from 8 to 10 seconds, counted from the jump of the first man. The jumps were made with great accuracy, so that the distances between the individual jumpers were exactly the same. In all cases the parachutes opened after a descent of about 100 meters. If the

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planes were flying in formations of three, six, or nine, 5-man groups also jumped from each plane on each approach flight. This practice was repeated three times. The landings were made by flights.

6. Another airfield was about 3 km northwest of the Voroshilovgrad passenger station. There was intensive flying activity. No details could be discerned from a distance. PWs who worked in the vicinity of the field said that the field was very strictly guarded.
7. The airfield is located about 7 km south-southeast of the Voroshilovgrad central station, and south of the PW camp. There were several hangars and a runway, probably extending from east to west.
8. The field was occupied by single-engine and twin-engine aircraft. The twin-engine planes were seen in the air.
9. There was intensive day and night flying, even in bad weather. Parachute jumps were continually made from twin-engine low-wing monoplanes which flew mostly in formations of six or nine planes. Up to 40 men jumped from each plane. Parachute jumps and the dropping of loads, probably containers, suspended from two or three parachutes, were occasionally observed from cargo gliders towed by twin-engine low-wing monoplanes.
10. A block of barracks buildings, about 400 meters square, was located about 2 km north of the airfield. It consisted of one long horseshoe-shaped, four-story building and some small brick buildings behind it. The barracks were occupied by young air force soldiers who wore brown uniforms with light blue epaulets. Soviet civilians said that the soldiers were NCO candidates. Up to 200 men, including officers and NCOs, were often seen marching toward the field.

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